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During your review, please note:

Blue text refers to common local area plan policies.

Black text indicates new content specific to the Westbrook Communities Local Area Plan.

Highlighted text identifies revisions.

Revised Draft Chapter 2 – Enabling Growth

2.1 Introduction

The Plan sets out the framework for growth and change that recognizes and celebrates the elements that connect the Westbrook Communities. Policies in this section provide the direction to realize the vision and core values of the Plan.

By implementing this vision, the Westbrook Communities will continue to be a unique collection of desirable and welcoming communities for a diversity of people.

2.1.1 Future Growth Concept

The future growth concept set out in this Plan envisions accommodating growth and change in key strategic areas as identified in the MDP, through planning and technical analysis, and stakeholder engagement conducted in the drafting of this Plan. Policies in this section provide the direction to realize the vision and core values of the Plan.

The Plan envisions Westbrook Station as the central node within the Plan Area, with the highest levels of activity, supported by a range of commercial and residential uses. These activity levels will be supported through well-designed buildings with higher building scales than the surrounding communities, and a high-quality public realm and street experience. This area will be where the greatest number of people visit, shop and recreate, enjoying shops and restaurants with wide sidewalks and pedestrian areas such as plazas. This area will showcase low-carbon technologies and climate-resilient buildings and site designs that will serve as a catalyst for climate action across the plan area.

The **Main Streets**, other **Community Activity Centres** in the Plan Area, **Neighbourhood Activity Centres** and two other LRT Stations serve as secondary areas of growth and activity for the local population. Similarly, these areas will have a high-quality public realm and street experience, as well as higher building scales than the surrounding communities.

The Future Growth Concept will be represented on **Map 3: Urban Form** and **Map 4: Building Scale**. These two maps form the basis for guiding and enabling where growth could occur and are intended to be interpreted together. **These maps will be created based on feedback from the public in phase 2 of engagement.**

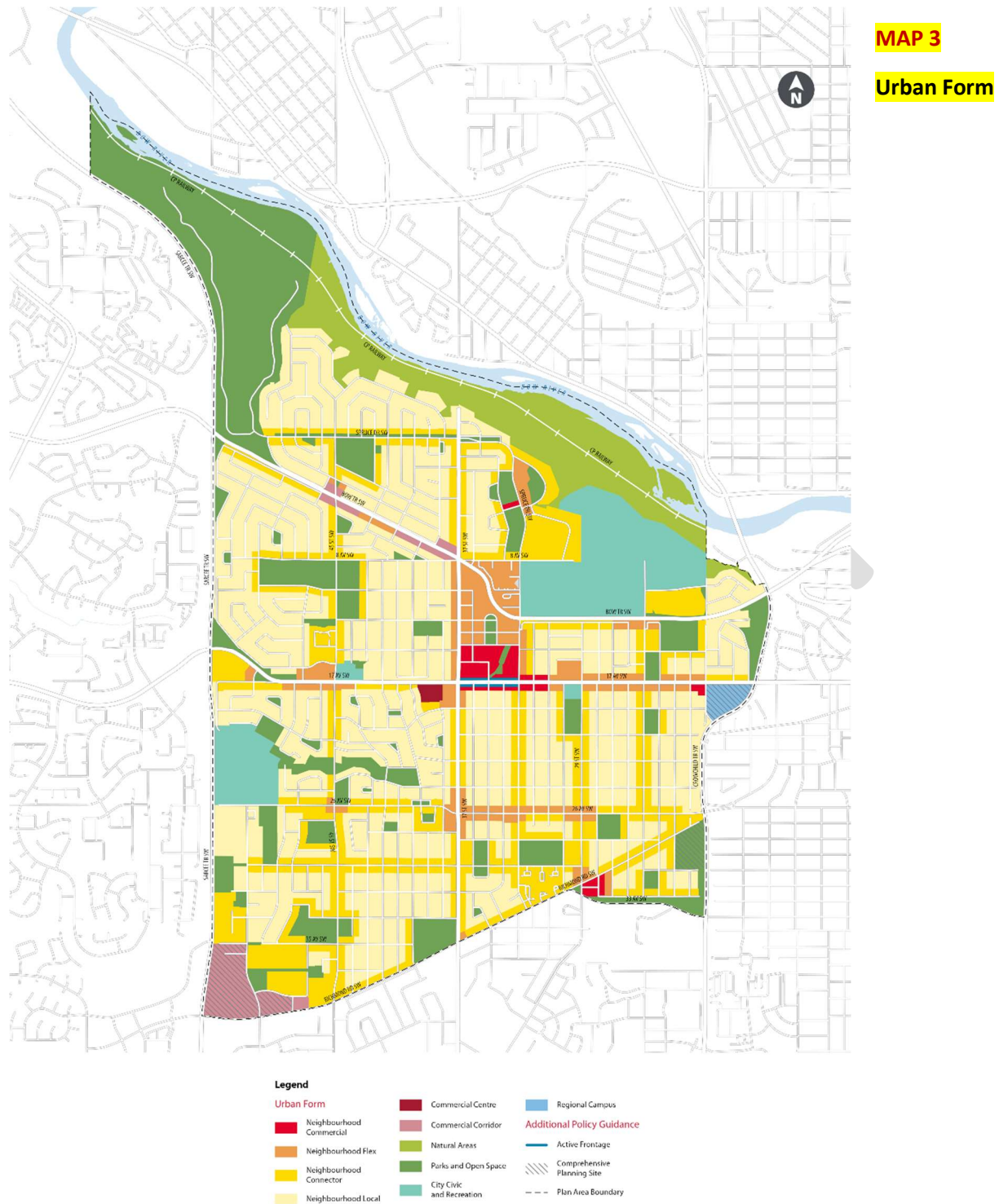
These two maps will indicate where future growth and activity will be focused in the Plan area and define the general function for different parts of the Westbrook Communities.

2.2 Urban Form Categories

This Plan identifies the location of urban form categories in **Map 3: Urban Form**. These urban form categories identify and categorize the purpose and general function (land use) of different parts of a community. The relationship between the urban form categories demonstrate how the different areas of a community relate to and support each other.

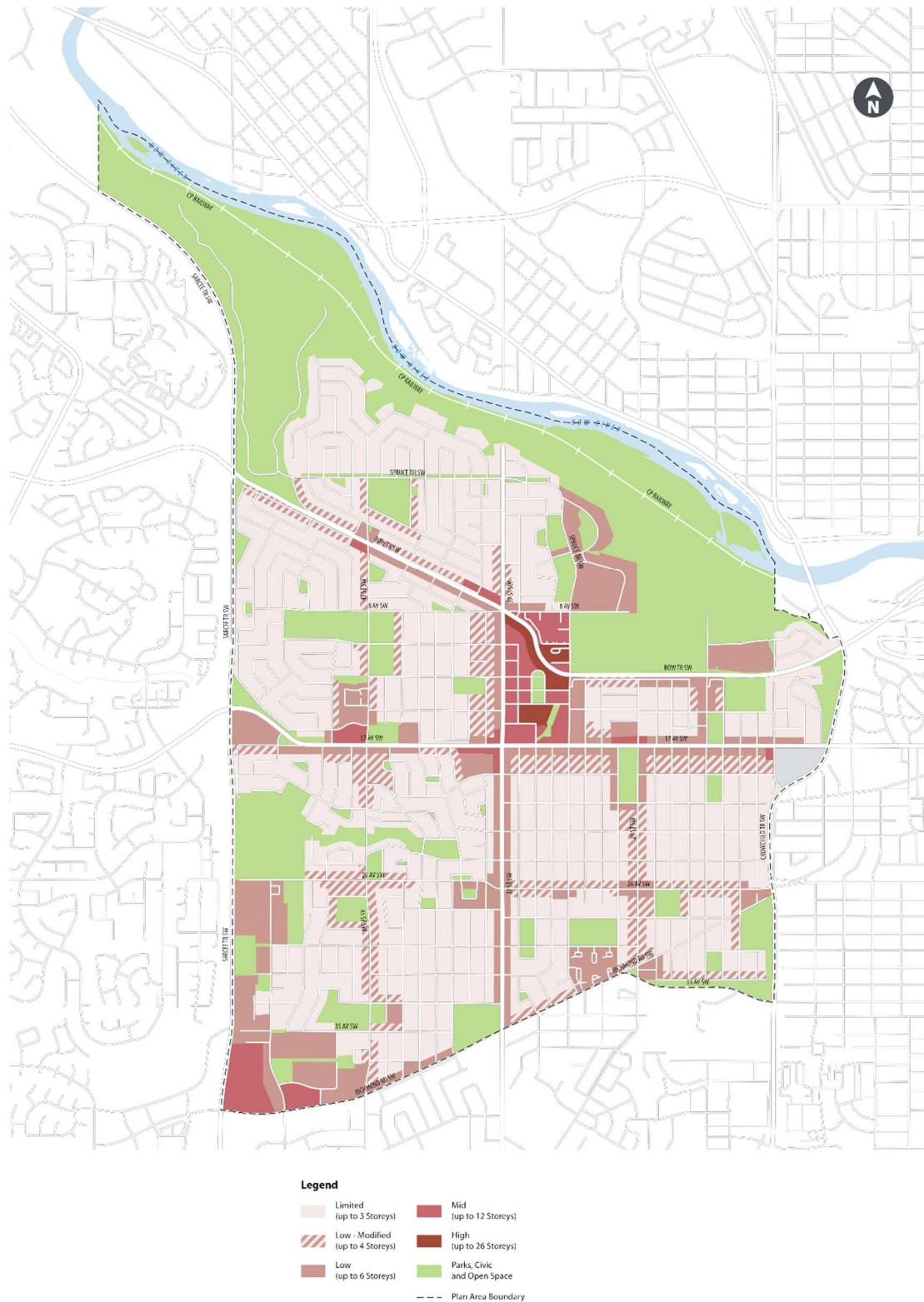
People's movements around and within the communities on a daily or weekly basis are the foundation of these urban form categories. People go to different areas of a community for different purposes. Places where many people go are high activity areas, while places where fewer people go are lower activity areas. Despite the difference in overall activity level in different communities, the structure is still similar. There are places where activity is focused in a community, such as a **Main Street** and places that are less active, such as a local residential street.

There are ten urban form categories that direct land use and **built form** in the Westbrook Communities. This section identifies the characteristics of the urban form categories and where they apply, as well as land use and site, building and landscape design policies for each category.



MAP 4

Building Scale



2.2.1 Neighbourhood

There are four Neighbourhood urban form categories– Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street. Neighbourhood Commercial and Neighbourhood Flex are most likely in areas with a grid-like street pattern.

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services and restaurants. Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between the private and **public realm**. At all development scales, the pedestrian experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable **street wall** heights and a **public realm** with features such as landscaping, sidewalks, public trees, cycling infrastructure and on-street parking.

Residential redevelopment will occur in all communities in a variety of housing forms, such as single-detached, semi-detached, rowhouse, multi-residential or mixed-use buildings. As scale increases, a larger range of unit types may be accommodated. At all scales, redevelopment should consider existing context, parcel layout, building massing, and landscaping to sensitively integrate into the community. Residential areas may also accommodate a range of commercial activities, including childcare, small-scale manufacturing, and home-based businesses.

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially oriented areas of the Westbrook Communities, where people go to shop and gather. While people also live in these areas, the **public realm** and **built form** are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street.

Policy

Land Use

- a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.
- b. Vehicle-oriented uses are discouraged:
 - i. in areas of high pedestrian activity;
 - ii. within **transit station areas**; or,
 - iii. where the use interferes with access to cycling infrastructure.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:
 - i. be oriented towards the street;
 - ii. not locate parking between a building and a higher activity street;
 - iii. provide access to off-street parking and loading areas from the lane, where possible;
 - iv. provide frequent entrances and windows that maximize views to and from the street;
 - v. use building articulation to provide a well-defined, continuous **street wall** and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
 - vi. accommodate small variations in the **street wall** to integrate amenity space.
- d. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street, where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.
- e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- f. The **public realm** should provide continuous, unobstructed pedestrian routes supported by high-quality landscaping for pedestrian comfort.
- g. Landscaped areas should be located to enhance and complement the interface between the building and the **public realm**.
- h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. accommodate a range of uses;
 - ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.

2.2.1.2 Neighbourhood Commercial

Neighbourhood Commercial areas are characterized by the widest range of commercial uses compared to other urban form categories. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above. Commercial frontages have frequent entrances and windows along the street to encourage **pedestrian** activity.

Neighbourhood Commercial categories have been applied to areas of the highest commercial activity in the Westbrook Communities. This includes along 17 Avenue and within the southern portion of the Westbrook **transit station area**.

Active Frontage areas on Map 3: Urban Form indicate areas where the ground floor must contain active uses. In the Westbrook Communities, Active Frontage is applied primarily along **Main Streets** and **transit station areas**.

Policy

Land Use

- a. Commercial uses on the ground floor should be located facing the higher activity street.
- b. Residential uses on the ground floor should be located facing lower activity streets or lanes.
- c. Vehicle-oriented uses are discouraged in Active Frontage areas.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- d. Development in Neighbourhood Commercial areas should:
 - i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,
 - ii. provide well-marked primary entrances for ground floor units facing the street.
- e. The **public realm** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** through features such as wide sidewalks, street furniture, and lighting.
- f. Active Frontage areas should not provide access to off-street parking or loading from the higher activity street.
- g. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:
 - i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,
 - iii. a floor-to-ceiling height that supports a range of **active uses**.

2.2.1.3 Neighbourhood Flex

Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities, residential uses and light industrial uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

Neighbourhood Flex categories have been applied to corridors in the community that have commercial character, or in areas where commercial development would be appropriate, but is not required. This includes areas along 17 Avenue SW, 37 Street SW, the northern portion of the Westbrook **transit station area** and in most **neighbourhood activity centres**.

Policy

Land Use

- a. Development in Neighbourhood Flex areas should support a range of uses on the ground floor facing the street.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- b. The **public realm** in Neighbourhood Flex areas should be designed to support moderate to high volumes of **pedestrians**.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially oriented areas of the Westbrook Communities. While some commercial and work from home opportunities exist in these areas, the **public realm** is designed to support low to moderate volumes of pedestrian movement along the street and the **built form** typically supports privacy and separation for residential uses.

Policy

Land Use

- a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:
 - i. be primarily residential uses; and,
 - ii. support a broad range and mix of housing types, unit structures and forms.
- b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of work-live units or home-based businesses.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- c. Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i. consider the local **built form** context;
 - ii. be oriented towards the street;
 - iii. consider shadowing impacts on neighbouring properties; and,
 - iv. provide access to off-street parking and loading areas from the lane, where possible.
- d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- e. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. locate amenity spaces along the lane, where feasible;
 - ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.

2.2.1.5 Neighbourhood Connector

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity, predominantly residential streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs and often provide connections to other communities. The **public realm** may include features such as wide sidewalks and cycling infrastructure.

Neighbourhood Connector categories have been applied to higher activity residential streets. These streets have higher vehicle and pedestrian volumes and are typically collector streets, but are predominantly residential in nature. Streets such as 29 Street SW, 33 Street SW, 37 Street SW, 45 Street SW, 12 Avenue SW, 26 Avenue SW and Richmond Road are identified as Neighbourhood Connector to reflect this higher activity. Neighbourhood Connector is also applied to certain blocks that surround major parks, open space and recreational facilities such as the Killarney Aquatic & Recreation Centre.

Policy

Land Use

- a. Development in Neighbourhood Connector areas should:
 - i. support a higher frequency of units and entrances facing the street;
 - ii. support higher density when located near commercial areas and **transit station areas**; and,
 - iii. support the development of local commercial uses to serve nearby residents.
- b. Development in Neighbourhood Connector areas may include stand-alone or mixed-use buildings.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- c. Non-residential development in Neighbourhood Connector should:
 - i. provide a **built form** and scale that considers the surrounding residential context; and,
 - ii. mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses.

2.2.1.6 Neighbourhood Local

Neighbourhood Local areas are characterized by a range of housing types and home-based businesses. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing **heritage assets**, established development pattern and access to parks, open space and other amenities. The **public realm** may include features such as landscaped boulevards and public street trees.

The Neighbourhood Local category is the most common category and is applied to the primarily residential areas of the Westbrook Communities.

Limited Scale Policies

The policies in this section only apply to Neighbourhood Local Areas that have the Limited Scale modifier. Limited Scale policies recognize that single-detached housing is, and will continue to be, a desirable housing form and may be developed anywhere within Neighbourhood Local, Limited Scale areas. Secondary suites will continue to be allowed where they are currently permitted by the **Land Use Bylaw** and do not form part of the unit count when considering the following policies.

Policy

(To be determined.)

2.2.2 Vehicle Oriented Commercial

Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern or on parcels along higher volume roads that have limited opportunities for street-facing commercial development. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses that may be oriented to the public street or internal publicly accessible private streets or parking areas.

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable pedestrian experience that improves connectivity to and within these sites. The incremental improvements policy in Section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

Policy

Land Use

- a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets or parking areas.
- b. Development in Vehicle-Oriented Commercial areas may:
 - i. include stand-alone or mixed-use buildings; and,
 - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have the following characteristics:
 - i. access to moderate to frequent transit service;
 - ii. access to higher quality pedestrian routes and cycling infrastructure; or,
 - iii. proximity to a residential area.
- d. Vehicle-oriented uses are discouraged:
 - i. in areas of high pedestrian activity;
 - ii. within **transit station areas**; or,
 - iii. where the use interferes with access to cycling infrastructure.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- e. Development in Vehicle-Oriented Commercial areas should:
 - i. identify a hierarchy of pedestrian routes that connect destinations on the site;
 - ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;
 - iii. position buildings to face public streets or internal publicly-accessible private streets;
 - iv. not locate parking between a building and a higher activity street;
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
 - vi. locate access and service areas away from public streets, and screen with landscaped areas where possible;
 - vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
 - viii. use building articulation to provide a well-defined, continuous **street wall** and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
 - ix. position landscaped areas to enhance and complement the interface between the building and pedestrian routes.
- f. Industrial activities should be fully enclosed within a building.
- g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses.
- h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:
 - i. windows with views to the street and access to natural light;
 - ii. amenity space that could be used for daily activity or seasonal programming; and,
 - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- i. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.

2.2.2.1 Commercial Centre

Commercial Centre areas are characterized by hubs and corridors that support regional commercial activity, typically arranged in larger blocks in a non-grid pattern. These locations are serviced by public transit and are defined by direct vehicular access and large parking areas. Pedestrian activity primarily occurs along internal, private pedestrian routes. As redevelopment occurs, these sites are intended to support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable pedestrian experience.

Commercial Centre categories are applied to the commercial areas along Richmond Road east of Sarcee Trail, as well as the commercial area on 17 Ave SW just west of 37 Street. These areas are predominantly vehicle oriented, but may redevelop in a manner that improves pedestrian access while still maintaining safe vehicular access.

Policy

Land Use

- a. Development in Commercial Centre areas should:
 - i. support commercial uses on the ground floor facing a public street or internal publicly accessible private street;
 - ii. support residential uses on the ground floor or above commercial uses; and,
 - iii. accommodate stand-alone residential, office and institutional buildings on lower activity public streets or internal publicly accessible private streets.

Site, Building and Landscape Design

In addition to the policies in Section 2.4, the following policies apply to the Commercial Centre areas:

- b. Development on higher activity public or internal publicly-accessible private streets should support a range of small- to medium scale commercial uses on the ground floor. This may include, but is not limited to:
 - i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas;
 - iii. larger commercial uses integrated behind, or located above, smaller commercial units facing a street; and,
 - iv. a floor-to-ceiling height that supports a range of uses.
- c. Sites should provide low-barrier transitions between vehicle aisles and pedestrian routes using raised planters, bollards and light standards to improve safety and comfort along pedestrian routes.

2.2.2.2 Commercial Corridor

Commercial Corridor areas are characterized by a range of commercial uses, typically concentrated at key nodes or along key corridors. Existing development may be vehicle-oriented, with parking areas between the building and the public street. As redevelopment occurs, the intent is that these sites will support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable pedestrian experience.

Commercial Centre categories are applied to portions of Bow Trail due to the automobile-oriented nature of the road and the challenges in providing exclusively pedestrian-oriented development along the corridor.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- a. Development in Commercial Corridor areas should:

- i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;
- ii. establish a fine-grained block pattern through a hierarchy of internal vehicular and pedestrian routes;
- iii. locate access and service areas off a lane, where possible; and,
- iv. locate residential, office and institutional uses on the upper floors of buildings.

2.2.3 Parks, Civic and Recreation

Parks, Civic and Recreation areas are centres of neighbourhood activity and provide a range of opportunities for people to play, relax, recreate and connect. These areas foster community cohesion and cultural vitality, and support individual health and well-being. These areas also support efforts to address climate change and enhance resiliency.

In the Westbrook Communities, the Natural Areas, Parks and Open Space and City Civic and Recreation urban form categories have been applied as shown on Map 3: Urban Form.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- a. Developments within Parks, Civic and Recreation areas should:
 - i. connect to the community, including other parks and open spaces by active transportation and transit networks;
 - ii. use climate resilient plant material that include native and locally-adaptive species; and,
 - iii. consider operations and maintenance requirements, such as snow clearing and storage.
- b. Buildings and facilities within Parks, Civic and Recreation areas should:
 - i. be located to maximize accessibility;
 - ii. be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;
 - iii. be made of materials that complement surrounding parks or open space;
 - iv. provide shelter to allow for year-round use, where appropriate;
 - v. consider design that allows indoor spaces to open to the outdoors; and,
 - vi. identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.
- c. Parks, Civic and Recreation areas should consider incremental site improvements to be assessed at the time of application, including, but not limited to:
 - i. providing additional services, programming or facilities;
 - ii. protecting or rehabilitating natural areas;
 - iii. improving accessibility;
 - iv. adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,
 - v. providing public art or cultural spaces.

2.2.3.1 Natural Areas

Natural Areas in the city are characterized as areas that provide a range of ecological functions and benefits, from improving air and water quality to supporting biodiversity. These areas may include a range of amenities related to ecological features, such as pathways, river access points, washrooms, gathering spaces and interpretative features.

As shown in Map 3: Urban Form, this urban form category applies to areas along the Bow River, including the Douglas Fir Trail and Edworthy Park.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Natural Areas:

- a. Natural Areas should:
 - i. support the protection, preservation and rehabilitation of ecological processes and functions;
 - ii. support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,
 - iii. be accessible by pedestrian and cycling infrastructure in a manner that does not inhibit the overall ecological function of the space.
- b. Pathways adjacent to Natural Areas should be designed and constructed to minimize disturbance to the Natural Area and create a buffer between the Natural Area and adjacent development.
- c. Natural Areas may identify and integrate cultural landscapes in their design and layout.

2.2.3.2 Parks and Open Space

Parks and Open Space areas are characterized by publicly-accessible outdoor space and provide some **ecosystem services**. These areas may include amenities such as gathering places, urban plazas, sport fields, playgrounds, and off-leash areas. Parks and Open Space areas may contain civic uses, such as schools and community associations and also include significant publicly-accessible open space. Parks and Open Space areas may include significant historical, cultural, archaeological or Indigenous sites.

As shown in Map 3: Urban Form, this urban form category applies across the Plan Area and includes school sites, in addition to parks and open spaces.

Policy

Land Use

- a. Parks and Open Space areas may accommodate:
 - i. a range of uses that support the primary function of the site, such as schools and community associations;
 - ii. educational, athletic, cultural, creative and social programming;
 - iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,
 - iv. public education programming and interpretive information about local natural history and ecosystems.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Parks and Open Space areas:

- b. Parks and Open Space areas should be designed to:
 - i. provide access to both sunlight and shade;
 - ii. protect existing trees and ensure adequate soil volume to support tree health and growth;
 - iii. explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;
 - iv. use landscaped areas to delineate open space and property boundaries, where possible;
 - v. account for visibility within and around the site, including lighting where appropriate; and,
 - vi. provide accessible connections within the site.
- c. Parks and Open Space areas should support:
 - i. opportunities for activities for people in all seasons;
 - ii. adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city; and,
 - iii. winter-specific design and programming.
- d. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements, and provide year-round programming.
- e. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.
- f. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.
- g. Buildings within Parks and Open Space areas may integrate a range of uses and programming.

- h. Parks and Open Space areas may identify and integrate cultural landscapes in their design and layout.
- i. Parks and Open Space areas may encourage the provision and incorporation of space for local food production, processing, sales and programming on-site or within community facilities.

2.2.3.3 City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, or museums. Some schools and community association buildings may occur in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries and protective and emergency services are appropriate in this category.

City Civic and Recreation areas may include amenities where membership or user fees are a requirement of access, such as golf courses. The private sector, public sector, non-profit agencies, charities and partnerships may play a role in the ownership, operation and development of these community assets.

As shown in Map 3: Urban Form, this urban form category applies to the Shaganappi Golf Course, Killarney Aquatic and Recreation Centre, the Optimist and George Blundun Arenas and Optimist Athletic Park. The urban form category also applies to the Fire Station and Police Station located adjacent to the 45 Street LRT Station.

Policy

Land Use

- a. City Civic and Recreation areas should support:
 - i. a range of recreation, civic, arts and cultural opportunities to meet the needs of an increasingly diverse city in all seasons; and,
 - ii. commercial services that complement the primary function of the site.
- b. All types of care facilities and affordable housing are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenities

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the City Civic and Recreation areas:

- c. City Civic and Recreation areas should:
 - i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;

- ii. identify and integrate cultural landscapes in their design and layout;
 - iii. consider opportunities for publicly-accessible drinking fountains, and washrooms; and,
 - iv. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.
- d. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- e. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.

2.2.4 Regional Campus

The Regional Campus areas are characterized by large sites that are used for regional institutional or transportation functions regulated by the provincial or federal government. Regional Campus areas contain a concentration of uses that serve regional civic, institutional or transportation purposes, including airports, railyards, hospitals and post-secondary institutions. The sites are typically serviced by internal street networks and comprised of multiple buildings.

As shown in Map 3: Urban Form, this urban form category applies to the HMCS Tecumseh Naval base.

2.2.5 Comprehensive Planning Sites

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal publicly-accessible private streets, that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community, where feasible.

Policy

Site, Building and Landscape Design

- a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:
 - i. identify an appropriate transition of use and scale to adjacent areas;
 - ii. identify a hierarchy of streets and pedestrian routes that connect destinations on and to the site;
 - iii. identify phasing for future development, including how parking areas change over each phase;
 - iv. identify opportunities for comprehensive energy planning to address climate change and improve climate resiliency;

- v. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
- vi. identify the location of publicly-accessible open space;
- vii. identify opportunities to create a sense of place;
- viii. integrate transit infrastructure; and,
- ix. identify utility connections.

Comprehensive Planning Sites

- a. The lands to the west of Crowchild Trail SW, south of Richmond Road SW, east of 25 Street SW and north of 30 Avenue SW are envisioned as a Comprehensive Planning Site. Development on this site should:
 - i. Locate buildings on the north end of the parcel to minimize shadowing on the open space.
 - ii. Reduce building scale closer to 25 Street SW to transition to the existing lower scale residential development.
 - iii. Minimize driveway crossings of any new development by consolidating accesses and managing vehicle circulation on site.
 - iv. Consider the future realignment of the MAX Yellow BRT.
- b. A portion of area to the north of 19 Avenue SW, west of 37 Street SW, south of 17 Avenue SW east of Glenwood Drive SW is envisioned as a Comprehensive Planning Site. Development on this site should:
 - i. Locate taller buildings closest to the intersection of 17 Avenue and 37 Street SW.
 - ii. Provide commercial parking in a consolidated parking area to reduce vehicle travel between uses within the site, where feasible.
 - iii. Minimize driveway crossings of any new development by consolidating accesses and managing vehicle circulation on site.
 - iv. Restrict commercial vehicular access from the site to 19 Avenue SW.
- c. The lands to the north of Richmond Road SW, west of 51 Street SW, south of Glenbrook Place SW and east of Sarcee Trail SW is envisioned as a Comprehensive Planning Site. Development on this site should:
 - i. Provide building entrances, landscaping and greater sidewalk widths along 51 Street SW.
 - ii. Incorporate uses that activate 51 Street SW.
 - iii. Incorporate accessible and safe pedestrian and cyclist routes.
 - iv. Reduce the number of vehicle access points to 51 street SW.
 - v. Locate vehicle-oriented uses to the west and south portions of the site.
 - vi. Locate taller buildings to the west of the site.
 - vii. Consider how to incorporate renewable and district energy features.
- d. The lands to the north of Richmond Road, east of 51 Street SW, south of 39 Avenue SW and west of 48 Street SW is envisioned as a Comprehensive Planning Site. Development on this site should:
 - i. Locate smaller scale retail, personal service, take out food service, restaurants, grocery stores and similar uses along with associated building entrances along Richmond Road SW or 51 Street SW.

- ii. Locate residential uses and/or commercial uses such as offices, medical and financial institutions and associated building entrances along 39 Avenue and 48 Street NW.
- iii. Consider how to incorporate renewable and district energy features.

2.3 Scale Modifiers

Scale refers to the combination of height and building mass that influences the experience on the ground floor. Scale modifiers apply to the Neighbourhood and Vehicle-Oriented Commercial areas and are grouped by compatible **built forms** with similar design expectations to manage the experience of height and massing.

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in the **Municipal Development Plan**. At every scale, it is important to establish an appropriate **street wall** to reduce building bulk, reduce wind impact, provide access to sunlight and create a sense of enclosure for the **public realm**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on the **public realm** while ensuring a well-defined **street wall**. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

The Land Use Bylaw will supplement building scale modifiers by regulating height, density and setbacks.

Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached, duplex, and rowhouse residential development, and small stand-alone commercial or mixed-use buildings.

Low – Modified

- Buildings of four storeys or less.
- Typically characterized by single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, stand-alone or mixed-use buildings.

Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use and industrial buildings.

Mid

- Buildings of twelve storeys or less.
- Focus on appropriate **street wall** height and **public realm** interface.
- Typically characterized by apartments, offices and mixed-use buildings.

High

- Buildings of twenty-six storeys or less.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

2.3.1 Limited Scale

Limited Scale accommodates developments that are three storeys or less. This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial and some industrial buildings.

Policy

- a. Development in Limited Scale areas should be three storeys in height or less.
- b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.

2.3.2 Low Scale – Modified

Low Scale – Modified accommodates developments that are four storeys or less. This modifier includes forms such as single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, stand-alone or mixed-use buildings.

Policy

- a. Development in Low Scale – Modified areas should be X storeys or less in height.

2.3.3 Low Scale

Low Scale accommodates developments that are six storeys or less. This modifier includes forms such as apartments, stacked townhouses, mixed-use, office and industrial buildings.

Policy

- a. Development in Low Scale areas should be six storeys or less in height.
- b. Development in Low Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

- c. Development in Low Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

2.3.4 Mid Scale

Mid Scale accommodates developments up to twelve storeys in height. This modifier includes forms such as apartments, offices, and mixed-use buildings in a variety of configurations.

Policy

- a. Development in Mid Scale areas should be twelve storeys or less in height.
- b. Development in Mid Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Mid Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

2.3.5 High Scale

High Scale accommodates developments up to twenty-six storeys.

Policy

- a. Development in High Scale areas should be twenty-six storeys or less in height.
- b. Development in High Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on the **public realm**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public realm**.

2.3.6 Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing, and landscaping in the design of the development, while still achieving the future vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

Policy

- a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other. This may include, but is not limited to, the following strategies:
 - i. using similar street wall heights and building massing along a street; and,
 - ii. decreasing height incrementally through a block.

2.4 General Policies

2.4.1 Built Form

The following policies focus on the interface of the **public realm** with buildings. By focusing on this interface, we can support an area's primary uses while promoting development that supports increased activity, comfort and safety. The design of buildings, sites and the **public realm** contribute to local identity and a sense of place.

The **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales.

Unless otherwise stated, these policies must be read in conjunction with the policies for each specific policy in the subsequent sections. These policies are to be applied primarily through the planning applications process and are intended to guide future development.

2.4.1.1 Site Design

The following policies help guide the development of sites by considering the location of buildings, pedestrian routes, amenity spaces and vehicular movement.

Policy

- a. Development should:
 - i. locate buildings to frame public streets;
 - ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
 - iii. locate access and service areas off a lane, where possible;

- iv. provide well-defined pedestrian routes to nearby transit stops and stations;
 - v. identify a hierarchy of pedestrian routes that connect destinations within and to the site;
 - vi. provide on-site pedestrian routes that minimize conflicts with vehicles, particularly near access and service areas;
 - vii. position landscaped areas that enhance and complement the interface between the building and pedestrian routes;
 - viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
 - ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
 - x. design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;
 - xi. consider design and site layouts that accommodate snow storage and removal; and,
 - xii. consider opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater.
- b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site pedestrian routes to minimize conflicts with vehicles.
 - c. Pedestrian access and internal circulation for all new development with multiple buildings should be designed for universal accessibility, where possible.
 - d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.
 - e. Development should support shared-mobility options in proximity to a **transit station area**, where appropriate.
 - f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
 - g. Alternative solutions or innovative designs may be considered for:
 - i. pedestrian access and internal circulation, where challenging topography or other site constraints exist; and,
 - ii. accessing and servicing a development, where standard requirements cannot be met.
 - h. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
 - i. activate the park and open space through site and building design;
 - ii. provide amenity space facing the park or open space;
 - iii. provide views into the park and open space;
 - iv. minimize shadow impacts;
 - v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
 - vi. consider integrating pedestrian routes to the park or open space;
 - vii. consider opportunities for residential units facing the park and open space; and,
 - viii. use landscaped areas to delineate open space and property boundaries, where possible.
 - i. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.

- j. Development adjacent to Parks and Open Spaces, City Civic and Recreation, and Natural Areas and separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved pedestrian access and movement between the open space and adjacent development.
- k. Utility upgrades should be coordinated, when feasible and appropriate, with other infrastructure improvements, particularly along Main Streets and in transit station areas.
- l. Development on streets with road rights-of-way setbacks should use the setback area to provide for an improved public realm and create safe, welcoming pedestrian environments. Design considerations are subject to technical feasibility and may include, but are not limited to:
 - i. Improved sidewalks (width, surface treatment, accessibility);
 - ii. enhanced landscaping;
 - iii. street trees, where feasible, using high-quality standards for tree planting including the use of high-quality soil material, sufficient soil volume and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - iv. street furniture; and,
 - v. integration with transit stops
- m. Developments adjacent to engineered walkways are encouraged to improve the interface with the walkway by improving passive surveillance, increasing visual permeability and/or activating the walkway through design strategies such as:
 - i. Orienting building entrances toward the walkway;
 - ii. Providing windows and other transparent façade treatments facing the walkway;
 - iii. Avoiding the use of tall fences and other opaque landscape treatments adjacent to the walkway;
 - iv. Avoiding blank facades facing the walkway; and,
 - v. Providing exterior building lighting adjacent to the walkway.
- n. Development adjacent to Edworthy Park and the Douglas Fir Trail should complement these open spaces and minimize impacts to them by:
 - i. Including native species in landscaping plans
 - ii. Be designed to limit shadowing onto the open spaces by restricting the amount of shadow onto the open space for no more than 10 metres into the open space for no more than 1 hour between 10:00 am and 4:00 pm on the Spring and Fall equinoxes;
 - iii. Ensuring point source drainage (i.e., from roofs) is directed to the fronts of lots and away from the slope;
 - iv. Applying an 18 metre building setback from the surveyed Top of Slope for new structures.
- o. Lanes that run perpendicular to the following street sections may be considered for closure and/or relocation, subject to technical feasibility, to encourage a continuous street frontage and mitigate vehicle and pedestrian conflicts on higher activity:
 - i. 12 Avenue SW between 25A Street SW and 33 Street SW
 - ii. 17 Avenue SW
 - iii. 21 Avenue SW between 29 and 30 Streets SW

iv. 26 Avenue SW

v. Richmond Road SW

vi. 45 Street SW

- p. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.

2.4.1.2 Building Design

Well-designed buildings contribute to a sense of place and a positive pedestrian experience. Building massing influences how we perceive the height and volume of a building. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to pedestrian comfort. The use of materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster a vibrant and active **public realm**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with the **public realm**. Building frontage design will vary based on the uses in the building. Commercial uses on the ground floor should be accessible to the street with frequent entrances and windows to maximize views to and from the street and allow for opportunities to extend those uses into the **public realm**. Residential frontages should provide a transition from a home to the **public realm**, usually with landscaped areas. Lanes typically provide for servicing and access, but they also provide a unique opportunity in some circumstances to animate the lane through uses such as **work-live units** or light industrial activities.

Policy

- a. Development should be designed to:
 - i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
 - ii. use building articulation to define the **street wall** and improve the pedestrian experience using varied textures, change in building materials, façade articulation and setbacks;
 - iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
 - iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
 - v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public realm**, open spaces and amenity spaces;
 - vi. integrate mechanical equipment as part of the overall design of the building; and,
 - vii. use durable and climate resilient building materials.
- b. Development located outside of the **Floodway** or **Flood Fringe** but within the 1:100 **Flood Inundation Area** should be designed in accordance with **Flood Fringe** policies of the **Municipal Development Plan**.
- c. Building frontages should:
 - i. provide well-marked primary entrances that are barrier-free, where possible;

- ii. provide entrances and windows that maximize views to and from the street; and,
 - iii. include building features that shelter **pedestrians**, provide weather protection and visual interest and support year-round activity.
- d. Building frontages on corner parcels should:
 - i. provide well-marked primary entrances along the higher activity street or at the corner;
 - ii. provide entrances to uses on both street frontages;
 - iii. wrap building features and materials around a building corner; and,
 - iv. continue public or publicly-accessible amenity space around a building corner, where provided.
- e. Residential frontages on the ground floor should provide:
 - i. well-marked, individual entrances for units which face a public street or internal pedestrian route;
 - ii. windows with views to the street and access to natural light; and,
 - iii. setbacks that allow for a transition from the **public realm** to residential units that incorporate landscape and design elements or amenity spaces.

2.4.1.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity space: publicly-accessible, shared private and private. Shared private and private amenity spaces provide a place for people who live or work in a development to interact, recreate and relax, while public-accessible amenity spaces can be enjoyed by all.

Policy

- a. Publicly-accessible amenity spaces should be located and designed to enhance the **public realm**.
- b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally-accessible, where possible.
- c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:
 - i. complement the space using high-quality materials;
 - ii. be of an appropriate scale to support user comfort; and,
 - iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.
- d. Publicly-accessible and shared private amenity spaces should:
 - i. be adequately sized to accommodate the anticipated number of users;
 - ii. be flexible and adaptable to a variety of activities and programming;
 - iii. include lighting and furniture;
 - iv. consider sunlight and shade access; and,
 - v. provide weather protection to support year-round use.
- e. Private amenity spaces should:

- i. be adequately sized to accommodate furniture;
 - ii. consider both sunlight and shade access; and,
 - iii. provide weather protection to support year-round use.
- f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

2.4.1.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, supporting urban wildlife, and offering a place for people to connect to nature. Landscaped areas can be incorporated into amenity spaces and provide green infrastructure.

Policy

- a. Landscaped areas should:
 - i. provide a transition from the **public realm**;
 - ii. enhance and complement the interface between the building and the **public realm**;
 - iii. incorporate existing, healthy trees and landscaping, where possible;
 - iv. delineate open space and property boundaries, where possible;
 - v. provide shade in areas of high sun exposure; and,
 - vi. identify site entrances and **gateway sites** with distinctive landscape design features.
- b. Landscaped areas should:
 - i. use climate resilient plant material, including native and locally adaptive species;
 - ii. avoid the use of invasive species;
 - iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - iv. locate plants in areas suitable to their specific growing needs.
- c. Plant material selected for landscaped areas should:
 - i. incorporate a range of plant species to promote biodiversity;
 - ii. use plants that provide food for people or wildlife;
 - iii. use a range of tree species to contribute to the urban tree canopy;
 - iv. provide year-round visual interest; and,
 - v. be low maintenance, where possible.
- d. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:
 - i. the use of drought tolerant or low water use plants;
 - ii. grouping plants with similar maintenance needs together;
 - iii. incorporating design features that collect and retain or infiltrate rainwater;
 - iv. the use of high-efficiency irrigation systems; and,
 - v. redirecting surface runoff to landscaped areas, where appropriate.

2.4.2 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications, including the protection and identification of **heritage resources** and sustainable development. The policies in the following sections apply to all urban form categories.

2.4.2.1 Innovation and Creativity

Calgary is an innovative city that supports creativity by residents, communities, businesses and developers. Innovative approaches to development are encouraged where they achieve the Vision and Core Values of the Plan above what is standard or required.

Policy

- a. Discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the goals of this Plan and the vision and objectives of the **Municipal Development Plan**.
- b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

2.4.2.2 Incremental Improvements

The **built-out** areas present challenges where existing developments no longer conform to current standards, objectives or desired design outcomes. To implement the Vision and Core Values of the Plan, the following policies encourage incremental improvements within the constraints of an existing development.

Policy

- a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.
- b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.2.3 Interim Development

Interim development may be temporary or part of a phased development. This type of development may be appropriate in areas anticipated to have significant development in the future, such as **transit station areas** or **Main Streets**, but where there is no short-term market demand to support the ultimate development outcomes.

Policy

- a. Interim development should:

- i. contribute to the overall vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for full build out of the development;
- ii. provide a high-quality interface that enhances the **public realm**; and,
- iii. be designed to support flexible redevelopment or adaptation in the future.

2.4.2.4 Heritage Resources

Heritage Resources are defining characteristics of communities and should be retained or protected while balancing the ability to redevelop. New development within the context of **Heritage Resources** should consider opportunities to balance both new and historic forms of development. The City of Calgary recognizes that there are **Heritage Resources** other than buildings that include archaeological and culturally significant areas.

Policy

- a. Property owners are encouraged to retain and conserve **Heritage Resources** through adaptive reuse.
- b. The Development Authority should support **Land Use Bylaw** relaxations to enable the retention of **Heritage Resources**.
- c. Property owners are encouraged to designate **Inventory** properties as **Municipal Historic Resources**.
- d. The City may incentivize the designation of **Municipal Historic Resources** on a case by case basis through strategies such as allowing for additional development potential.
- e. An applicant shall provide photo documentation of **Inventory** properties to The City prior demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.
- f. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:
 - i. retention and incorporation of the **Heritage Resource** into the new development; or,
 - ii. protection of another **Heritage Resource** within the surrounding area.
- g. New development should be compatible with the context of abutting sites on the **Inventory** using setbacks, massing, **street wall** height and landscaping.
- h. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.
- i. New development is encouraged to conserve and integrate **Heritage Resources**, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).
- j. The conservation of **heritage resources** is encouraged by supporting higher-density development and/or additional uses on sites where a **heritage resource** or cluster of **heritage resources** is retained.

2.4.2.5 Sustainable Development

Minimizing the environmental impacts of development is a critical part of sustainability. Efforts at both the building and community scale can assist in meeting Calgary's greenhouse gas reduction objectives, reducing energy and water consumption, and contributing to economic development.

Policy

- a. Development may be required to incorporate sustainable building features, technologies and operational approaches. This includes, but is not limited to:
 - i. integrating on-site renewable energy generation;
 - ii. reducing waste production and energy consumption beyond energy code minimum requirements;
 - iii. reducing greenhouse gas emissions; and,
 - iv. integrating electric vehicle charging **infrastructure**.
- b. Development is encouraged to include renewable energy generation technologies on new buildings or major additions.
- c. Development is encouraged to reduce water consumption and improve stormwater management by incorporating green infrastructure.
- d. Development is encouraged to adaptively reuse existing buildings and infrastructure.
- e. Development is encouraged to consider opportunities to integrate fire protection measures to reduce fire flow needs.
- f. A renewable and low carbon energy feasibility screening assessment may be required to support planning applications for proposed developments on sites greater than 1.0 hectare or with building(s) with a cumulative floor area greater than 30,000 square metres.
- g. A renewable and low carbon energy feasibility screening assessment may be considered for building(s) with a cumulative floor area smaller than 30,000 square metres.
- h. Where a renewable and low carbon energy feasibility screening assessment has been submitted as part of a planning application, feasible sustainable building features and technologies should be incorporated into development.

2.5 Area Specific Policies

The following policies provide direction in specific areas of the Westbrook Communities including **Main Streets**, **transit station areas** and **Activity Centres**.

2.5.1 Neighbourhood Main Streets

Portions of 37 Street SW, 17 Avenue SW and Richmond Road SW are identified as Neighbourhood **Main Streets** in the Municipal Development Plan (MDP). The MDP includes general policies and development intensity targets for Neighbourhood **Main Streets**.

The following policies apply to all development that has frontage on the area's **Main Streets** including 17 Avenue SW east of 37 Street SW, 37 Street SW between Bow Trail and 26 Avenue SW, and Richmond Road SW west of 37 Street SW. These policies are intended to encourage the creation of high quality buildings on Main Streets that enhance the pedestrian experience and public realm while supporting medium to high levels of pedestrian activity.

Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.
- b. To encourage a continuous street frontage and mitigate vehicle and **pedestrian** conflicts on **Main Streets**, relocation and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.
- c. Development on **Main Streets** should improve the **public realm** and create a safe, welcoming pedestrian environment. Design considerations should include, but are not limited to:
 - i. Sidewalk widths that accommodate safe and comfortable **pedestrian** movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit station infrastructure;
 - ii. Increased landscaping including green stormwater infrastructure, where feasible;
 - iii. Add street trees, where feasible, using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - iv. Publicly accessible amenity space, street furniture and/or street lighting, especially adjacent to **transit station areas**;
 - v. Closure or merging of existing driveways;
 - vi. Curb extensions at intersections and pedestrian crossings;
 - vii. Alignment with any City Streetscape Master Plans or other City initiated **public realm** plans; and
 - viii. Opportunities to provide for interim streetscape enhancements within road rights-of-way setbacks.
- d. Development should create well defined street wall to support a human-scaled street environment on **Main Streets**. Design strategies may include, but are not limited to:
 - i. Building setbacks at or below the sixth storey;
 - ii. Overall reduction of building mass at or above the sixth storey; and
 - iii. Building articulation using building materials, massing and projections.
- e. New low-intensity uses such as single-detached, semi-detached and duplex housing are strongly discouraged.
- f. Consolidating parcels along **Main Streets** is encouraged for greater development potential, to provide for comprehensively planned development and avoid “orphaning” parcels that would restrict the feasibility of redevelopment on adjacent properties
- g. Parking relaxations and relaxations to other standards should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible.
- h. New automotive-focused uses such as automotive sales, retailers with large surface parking areas and drive-through restaurants or services are strongly discouraged.

- i. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:
 - i. Providing paved pedestrian connections;
 - ii. Incorporating transit stops into the overall site design; and,
 - iii. Avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops.

37 Street SW

37 Street SW is an important Neighbourhood **Main Street** within the Westbrook communities. The MAX Teal rapid transit line runs along 37 Street, connecting Westbrook Station to Mount Royal University, Rockyview Hospital, Quarry Park and other destinations. Commercial amenities are located at 17 Avenue SW, 26 Avenue SW and Richmond Road SW along the corridor. The Plan envisions that this Neighbourhood **Main Street** accommodates additional residential and commercial density along with higher levels of pedestrian and cycling activity.

- j. Underground parking within required road rights-of-way setback and/or front setback areas should be permitted subject to confirmation of technical feasibility (i.e., location of utilities).

17 Avenue SW

17 Avenue SW is the primary commercial corridor in the Westbrook Communities and the portion east of 37 Street SW is identified as an important Neighbourhood **Main Street**. 17 Avenue SW contains several transit routes and is a busy pedestrian and vehicle corridor. 17 Avenue also serves as a connection to transit routes located on Crowchild Trail, including the MAX Yellow BRT. Amenities and services on the 17 Avenue corridor include the Killarney Aquatic and Recreation Centre, the HMCS Tecumseh Naval base, the Salvation Army's Barbara Mitchell Family Resource Centre and the southern portion of the Westbrook **transit station area**. These sites present opportunities for large, comprehensive redevelopment to enhance and strengthen the role of the corridor.

- k. Uses interior to the site should have direct pedestrian access to 17 Avenue SW.
- l. Underground parking within required road rights-of-way setback and/or front setback area should be permitted subject to confirmation of technical feasibility (i.e., location of utilities).

Richmond Road SW

Richmond Road, west of 37 Street SW is identified as a Neighbourhood **Main Street** in the Westbrook Communities, and the street serves as the southern boundary of the plan. The street is an important corridor within the Westbrook Communities, connecting destinations within the plan area including the 51 Street SW/Richmond Road SW Community Activity Centre and the commercial area at 37 Street SW and Richmond Road SW to destinations just outside the plan area such as Richmond Green Golf Course and associated recreation area, the 3/34 Avenue SW Main Street in Marda Loop and West Hills shopping centre.

- m. Development on sites greater than 1 hectare along the Richmond Road SW Neighbourhood **Main Street** should orient commercial activity, if provided, toward Richmond Road SW.

2.5.2 Transit Station Areas

The Westbrook Communities include three **transit station areas** along the Blue Line LRT. These **transit station areas** are located at 26 Street and Bow Trail SW (Shaganappi Point Station), 33 Street and 14th Avenue SW (Westbrook Station) and 45 Street and 17 Avenue SW (45 Street Station). Additionally, there are two transit stations along 37 Street SW for the MAX Teal BRT: 26 Avenue Station and Richmond Road Station.

The plan envisions **transit station areas** as focal points and gathering places for the Westbrook Communities. These **transit station areas** are intended to provide a concentration of private and public amenities that are supported by high density and high levels of pedestrian activity. Buildings, streetscapes and public spaces in these areas should be designed to accommodate this high level of activity through a wide variety of uses, activities and mobility options.

The Plan identifies areas in the immediate proximity to a station as **Core Zones** in the **transit station areas**, where pedestrian activity and building scale are envisioned to be the highest. This is achieved in the Plan by applying the Neighbourhood Commercial or Neighbourhood Flex urban form categories and Active Frontage policy guidance in strategic locations where active uses are required. Building scales generally decrease away from the transit station in **Transition Zones** which is achieved through lower building scales relative to the **Core Zones**.

Policy

- a. Development adjacent to an LRT or BRT station should provide for a high-quality **public realm** that encourages social gathering, cultural and recreation activities through elements such as:
 - i. Publicly accessible private open space or transit plazas;
 - ii. Street furniture and seating areas;
 - iii. Public art;
 - iv. Water fountains, public washrooms and electrical servicing; and,
 - v. Enhanced landscaping.
- b. To encourage the development of affordable housing units and mixed-market housing, incentives may be explored and implemented through direct control bylaw, including but not limited to density bonusing, Floor Area Ratio (FAR) exemptions and parking reductions;
- c. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:
 - i. Locating uses that support high levels of activity, such as retail frontages, immediately adjacent to transit stops; and,
 - ii. Including architectural features that provide weather protection and create human-scaled environments.
- d. Vehicle parking in Core Zones should be located underground or in a parking structure.
- e. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street where feasible.

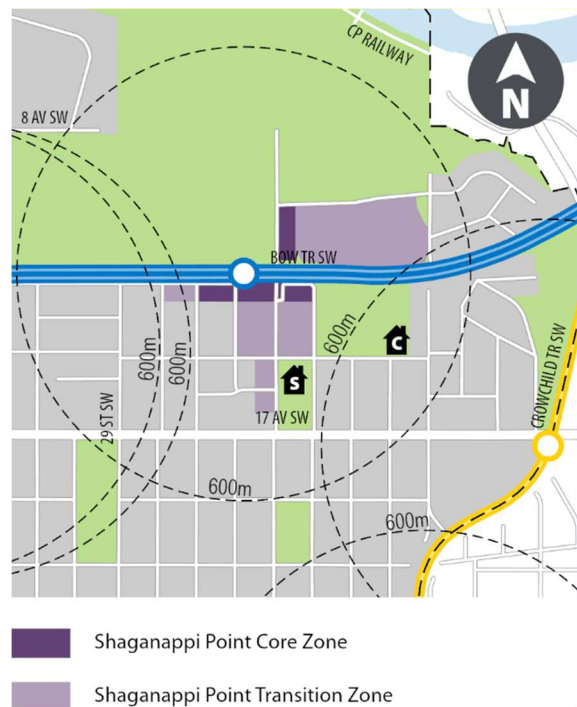
- f. Development should consider activation of lanes to encourage additional activity through strategies such as:
 - i. Providing uses that front the lane;
 - ii. Enhanced landscaping and mobility features; and,
 - iii. Incorporating street art.
- g. Further to the building scale policies in section XX, development in Core Zones and Transition Zones may exceed, with a limited number of storeys, the building scale identified on Map 4: Building Scale while still meeting the overall intent of the building scale. A proposed development should only be allowed to exceed the building scale where, the development meets a high standard of design excellence including, but not limited to;
 - i. providing for a substantially enhanced, high-quality public realm;
 - ii. iconic architectural design that emphasizes the station as a gateway;
 - iii. creating a sense of place through public art or other unique design elements;
 - iv. including sustainable building and site design elements; or
 - v. provision of affordable housing acceptable to the Manager of Affordable Housing;
- h. The development should mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through:
 - i. limited floor plate sizes on upper storeys;
 - ii. increased stepbacks and/or reduced massing on upper storeys; and
 - iii. building orientation.
- i. Development within **Core Zones**, except for the Westbrook Station **Core Zone**, should have a minimum building height of 2 storeys.
- j. New automobile service centers, drive-through businesses and service stations are strongly discouraged in the **Core Zones** and **Transition Zones**.
- k. Parking relaxations and relaxations to other standards should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible.
- l. Development in core zones should:
 - i. provide publicly-accessible amenity spaces; and,
 - ii. provide connections to support a comfortable and safe pedestrian and cycling experience and complete missing links to the transit station.
- m. Development in transition zones should provide connections to adjacent mobility infrastructure to support a comfortable and safe pedestrian and cycling experience

Shaganappi Point Station Area

Shaganappi Point Station is envisioned to be primarily residential with some supporting commercial activity (Figure 3: Shaganappi Point Transit Station Area). The **transit station area** also serves as a as an access point to Shaganappi Point Golf Course which has a City Civic and Recreation urban form category. Commercial activity is not required in proximity to the station or in the **Core Zone**, since commercial opportunities exist in proximity to the station along 17 Avenue SW, but the Neighbourhood Flex urban form category is applied to allow for the flexibility for commercial use to locate in this area in the future to serve transit users accessing the station. The Neighborhood Connector or Neighborhood Local urban form categories have been applied to the balance of the **transit station area**.

- n. Corner parcels at 26 Street SW and Bow Trail SW are encouraged to develop as gateway buildings with a high level of design and material quality and include greater sidewalk widths to accommodate pedestrian traffic to the station.
- o. Buildings in the **Transition Zone** should step back at or below the fourth storey.

Figure 3: Shaganappi Point Transit Station Area



Westbrook Station Area

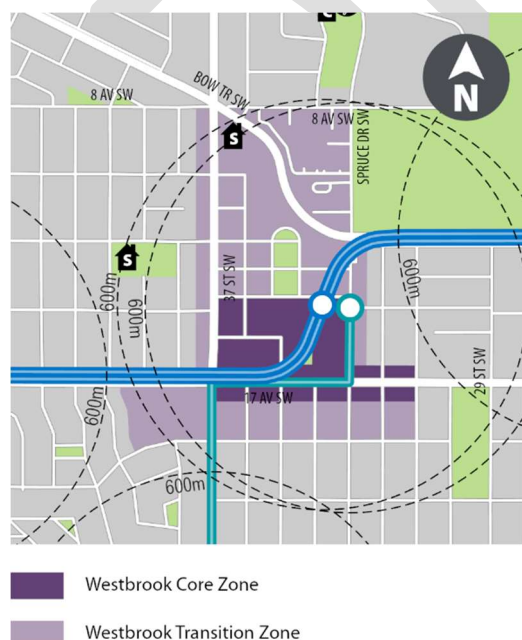
Westbrook Station is located within a large site bounded by Bow Trail to the north, the 37 Avenue SW **Main Street** to the west, the 17 Avenue SW **Main Street** to the south and 33 Street SW to the east (Figure 4: Westbrook Transit Station Area). The station is adjacent to many commercial services and public amenities, including the Nicholls Family Library, which is located within the station building itself. Westbrook Station also acts an important transit hub for the region with local, crosstown and BRT routes accessing the station, as well as servicing as a station for regional charter bus services to Banff and British Columbia. Westbrook Station is envisioned to be the focal point of the Westbrook Communities and is expected to have the highest levels of activity and development intensity in the plan area.

The Core Zone is given a Neighbourhood Commercial urban form category and building scales ranging from Mid to High to support the anticipated level of activity in this area. Park space should be pursued within the Core Zone in order to provide open space and amenity for residents and visitors to the area.

- p. Commercial uses are encouraged to be provided at grade throughout the core area.

- q. A centralized park space should be provided within the Westbrook Mall site to provide amenity for local residents.
- r. Development on the Westbrook Mall site should provide a network of internal streets and lanes that:
 - i. Establishes a hierarchy of activity among streets
 - ii. Locates higher activity commercial uses at grade on higher-activity streets
 - iii. Locates residential uses and lower-activity commercial uses on lower-activity streets
 - iv. Locates loading and servicing on lanes or low activity streets
 - v. Provides safe and convenient pedestrian circulation through the area
- s. Residential units may be located on the ground floor of buildings facing lower activity streets or public open spaces.
- t. Office uses are encouraged to be located closest to station access points, or along Bow Trail SW.
- u. Larger format retail uses should be encouraged to provide underground parking. Where surface parking is provided, parking areas should be small, landscaped and provided with convenient marked pedestrian access throughout.
- v. Large format retail uses may locate in the Core Zone where parking for the use is provided underground and the use is located on the second floor or above.
- w. Large format retail may locate on the ground floor where blank facades are reduced through the use of smaller retail units or at-grade residential units to wrap the larger format retail use.
- x. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets. New surface parking areas should not be provided adjacent to the 17 Avenue SW **Main Street**, the 37 Avenue SW **Main Street** or 33 Avenue SW.
- y. The minimum building height of new development in the **Core Zone** should be 6 stories, except for commercial uses that generate a high degree of pedestrian activity such as grocery stores, food kiosks, restaurants and markets.

Figure 4: Westbrook Transit Station Area

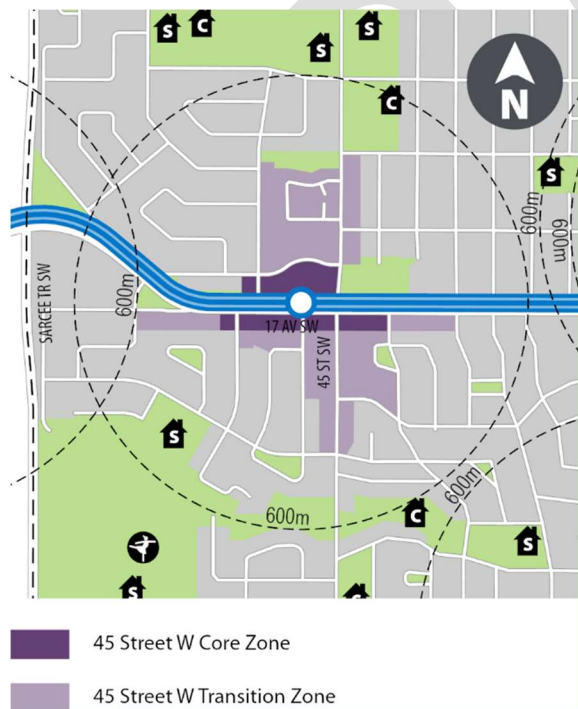


45 Street Station Area

45 Street Station is located at the intersection of 45 Street and 17 Avenue SW. A large commercial parcel is located to the immediate north of the station and a Calgary Fire Station and a Police Station located to the northeast (Figure 5: 45 Street Transit Station Area). Several large parcels in the proximity of the station present opportunities to accommodate additional density through future comprehensive developments. This transit station area is envisioned to be of moderate activity and density compared to the others in the plan because of the adjacent LRT tunnel structures and the proximity to low-scale residential. The Commercial Flex and City Civic and Recreation urban form categories and a mix of Mid and Low building scales are applied in this area to support these levels of activity and the nature of the Fire Station and Police Station uses.

- z. Development on the site directly to the north of the station should provide commercial uses at grade, with pedestrian access located near station access points.
- aa. Pedestrian and cycling access through the site to the LRT station should be facilitated with new development.
- bb. Vehicle access for the development directly to the north of the station should be provided from Westwood Drive SW.
- cc. Developments along 45 Street SW within the station area are encouraged to provide an enhanced public realm through the provision of wider sidewalks.

Figure 5: 45 Street Transit Station Area

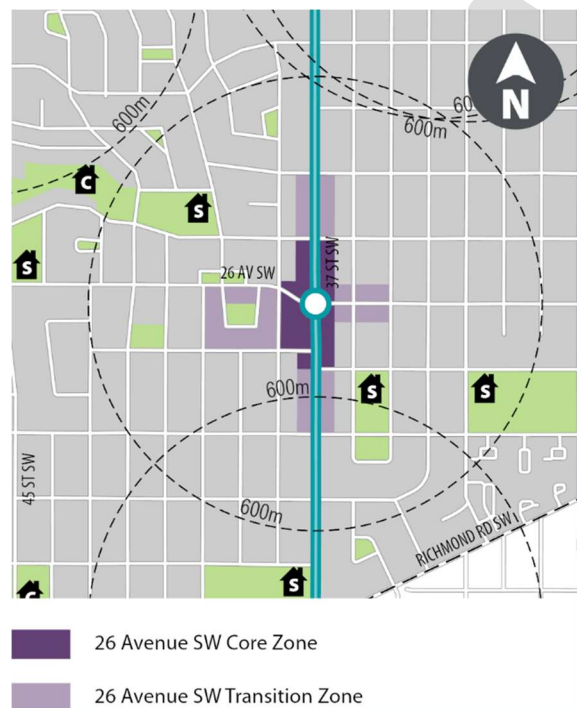


26 Avenue Station Area

26 Avenue Station Area includes 2 MAX Teal BRT stops located at the northeast and southwest corners of the 37 Street and 26 Avenue SW intersection (Figure 6: 26 Avenue Transit Station Area). A commercial strip mall is located on the SW corner of the station location and low-density residential development located on the NW, NE and SE corners. The 37 Street corridor is identified as a Neighbourhood Main Street with the Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local Urban Form Categories located in the station area.

- dd. Redevelopment of the SW commercial strip adjacent to the station should relocate vehicle access to reduce conflict with transit operations and pedestrian movement.
- ee. Pedestrian connections to at-grade commercial spaces in the station area from transit stops should be convenient and safe.
- ff. Signal and intersection improvements should be installed to facilitate easy access between the transit stops and adjacent developments
- gg. Commercial uses at grade are encouraged to face 37 Street or 26 Avenue SW.

Figure 6: 26 Avenue Transit Station Area



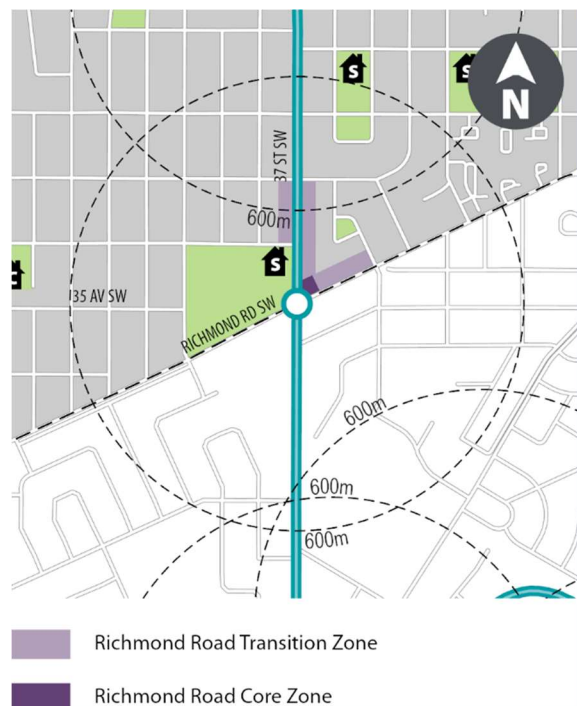
Richmond Road Station Area

Richmond Road Station Area includes 2 MAX Teal BRT stops located at the northwest and southeast corners of the 37 Street and Richmond Road SW intersection (Figure 7: Richmond Road Transit Station Area). The northern portion of the station area, north of Richmond Road, is in the Westbrook Communities Local Area Plan area, while the southern portion is in a future Local Area Plan. A school is located on the NW corner of the transit area, a gas station on the

NE and SE corners and a commercial strip mall is located on the SW corner. Low density residential development surrounds the station area. The Neighbourhood Connector, Neighbourhood Flex and Parks and Open Space Urban Form Categories have been applied to the area to reflect the existing school and potential redevelopment options adjacent to the station.

hh. Development in the station area should relocate vehicle access to reduce conflicts with pedestrian movement and transit operations.

Figure 7: Richmond Road Transit Station Area



2.5.3 Community Activity Centres

Community **Activity Centres** are identified on Map 1: Urban Structure Map of the **Municipal Development Plan**. These are areas of moderate job and population growth with connections to primary transit such as LRT. There are two Community Activity Centres in the Westbrook Communities Plan area. One is located at Westbrook Station, the other is located at the commercial area north of Richmond Road SW at 51 Street SW.

- Policies for the Westbrook Station Community Activity Centre are contained in the **transit station areas** section.
- Policies for the Community Activity Centre north of Richmond Road at 51 Street SW are contained in the Comprehensive Planning Sites section.

2.5.4 Neighbourhood Activity Centres

Neighbourhood Activity Centres are small mixed-use nodes located within communities that provide opportunities for local job and population growth as well as varied community activities.

There are eight Neighbourhood Activity Centres in the Westbrook Communities, six of which are fully within the Plan area and two that are partially within it. These are centred around the intersections of 26 Avenue with 29, 33, 37 and 45 Street; 45 Street with Bow Trail SW, Spruce Drive with Spruce Centre SW, and Richmond Road with 29 Street and 37 Street SW.

- a. Development in Neighbourhood Activity Centres should include improvements to the public realm to create a safe and welcoming pedestrian environment. Design considerations include, but are not limited to:
 - i. Wider sidewalks that exceed minimum standards and the provision of street trees and green stormwater infrastructure, where feasible;
 - ii. Publicly accessible amenity areas, public open space, street furniture, street lighting and/or supporting infrastructure;
 - iii. Closure of existing driveways on streets; and,
 - iv. Curb extensions, where appropriate.

2.6 Heritage Guideline Areas

(To be determined.)

2.7 Mobility

People of all ages, genders, incomes and abilities should be able to safely and conveniently move around the city. A well-connected mobility network that includes options for walking, cycling, taking transit and using personal vehicles provides people with mobility choices to meet a variety of needs and preferences year-round. Winter travel preferences and needs are unique and should be accounted for to ensure a safe and accessible mobility network.

The policies in this section provide direction for the development of mobility infrastructure that connect people to destinations and complement the Always Available for All Ages & Abilities (5A) network identified in Appendix C: Mobility. These policies guide the review of planning applications for development that contributes to publicly-accessible amenities, **infrastructure** or facilities.

2.7.1 Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network. Both public and private pedestrian routes should be convenient, safe, comfortable and accessible, and provide connections within developments, communities and to the city-wide network. The design of pedestrian routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

- a. Pedestrian routes should:
 - i. be universally accessible;
 - ii. be wide enough for the anticipated volume of **pedestrians** based on the street function and context, and at minimum allow **pedestrians** to pass one another both on foot and using accessibility aids;
 - iii. provide continuous, unobstructed paths of travel;
 - iv. be well-lit; and,
 - v. be designed to accommodate year-round use and maintenance.
- b. Pedestrian routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:
 - i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
 - ii. increasing the width of the **public realm** within the road right-of-way.
- c. New pedestrian crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- d. Pedestrian routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:
 - i. providing street furniture;
 - ii. landscaped boulevards;
 - iii. cycling infrastructure; and,
 - iv. on-street parking.

2.7.2 Cycling

Cycling routes are a critical element of a well-connected mobility network. Cycling infrastructure should be convenient, safe, comfortable, accessible and provide connections both to and within developments, communities and to the city-wide network. The design of cycling routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

- a. Cycling infrastructure should:
 - i. be wide enough for the anticipated volume of cyclists based on the street function and context;
 - ii. provide continuous, unobstructed paths of travel;
 - iii. be well lit;
 - iv. be designed to accommodate year-round use; and,

- v. provide facilities to repair, maintain and securely store bicycles, where feasible.
- b. Opportunities to improve the safety and convenience of cycling infrastructure should be explored, such as:
 - i. separated, raised or protected bike lanes and intersections; and,
 - ii. bicycle-specific traffic signals.
- c. Secure bicycle storage is encouraged in **transit station areas**.
- d. Public bicycle parking facilities should be:
 - i. incorporated into development and public infrastructure and covered to support year-round and all-weather cycling; and,
 - ii. conveniently located, well-lit and prominent.
- e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.

2.7.3 Transit

Transit service is a critical element of a well-connected mobility network, connecting people to destinations across the city. A range of destinations helps make transit a convenient and attractive alternative to personal vehicles.

Policy

- a. Transit connections should be direct and convenient.
- b. Transit stops and infrastructure should be integrated with pedestrian and cycling infrastructure in a safe and convenient manner.
- c. Transit stops should provide high-quality transit infrastructure that enhances comfort, safety, and predictability for transit users.
- d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.
- e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

2.7.4 Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at a district scale, rather than site-by-site, may result in more efficient land use. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

Policy

- a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- b. Parking requirements should be reduced or relaxed where development is located within one or more of the following:
 - i. **Activity Centres, Main Streets** or other areas of higher activity;
 - ii. **transit-oriented development** areas and **transit station areas**; or,
 - iii. **shared mobility operating areas**.
- c. Parking requirements should be reduced or relaxed for the following types of development:
 - i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
 - ii. development of affordable housing as defined and accepted by The City;
 - iii. development of care facilities;
 - iv. development that incorporates significant sustainable building measures; and
 - v. development on parcels that are constrained in such a way as to make underground parking unfeasible or inefficient.
- d. Parking requirements may be reduced or relaxed where development uses one or both of the following:
 - i. integrates **transportation demand management measures**; or,
 - ii. aligns with the principles and goals of this Plan.
- e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- f. Provision of vehicle parking infrastructure should not inhibit desired **built form** outcomes or the principles and goals of this Plan.
- g. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:
 - i. bicycle parking stalls beyond required minimums;
 - ii. bicycle lockers or higher quality designed bicycle storage facilities;
 - iii. bicycle repair facilities;
 - iv. dedicated vehicle parking stalls for car-sharing services; and,
 - v. active transportation supportive amenities, such as showers and change facilities.
- h. Surface parking should be discouraged. Where surface parking is provided, it should:
 - i. be located behind or at the side of a building;
 - ii. include pedestrian routes and landscaped areas to minimize visual and environmental impacts; and,
 - iii. support adaptive reuse or temporary use of space, such as parking for food trucks.
- i. Above-grade parking structures should:
 - i. be integrated into developments to minimize their visual impacts on the street;

- ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
 - iii. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- j. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

2.7.5 Street Network

The street network is an important part of the **public realm** and should provide functional, safe and efficient connections throughout the city to support a range of mobility options.

Policy

- a. Streets in residential or commercial areas should be designed to be safe, accessible and inclusive of all mobility users by incorporating:
 - i. pedestrian routes;
 - ii. cycling infrastructure; and,
 - iii. other improvements and upgrades, where identified in this Plan or other applicable City policy or strategy.
- b. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.
- c. Street furniture and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.
- d. Streets in industrial areas should be designed to facilitate efficient large vehicle, equipment and goods movement and connections to regional corridors.